THE
WESTERN PACIFIC
RAILROAD CO.

SUPPLEMENT No. 1
TO
EASTERN DIVISION
TIMETABLE

41

SUPERSEDING PAGES 4, 5 AND 6

EFFECTIVE MONDAY, SEPTEMBER 1, 1947
AT 12:01 A. M.
PACIFIC STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYES ONLY

H. A. MITCHELL,
Vice-President and General Manager.

E. T. GALLAGHER,
Superintendent of Transportation.

J. J. DUGGAN,
Superintendent.

SECOND SUBDIVISION

EASTWARD

FIRST CLASS

Supplement No. 1
To
Timetable No. 41
September 1, 1947

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant.	Car Capacity of Sidings	Telegraph Office Calls	28 So. Pacific San Francisco Overland	32 Southern Pacific Passenger	40 Western Pacific Exposition Flyer	22 Southern Pacific Pacific	24 Southern Pacific Challenger	102 So. Pacific Streamliner City of San Francisco	Distance from San Francisco		STATIONS	Distance from Winnemucca
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
FWTB RKP	Yard	Wa			AM 9.30				532.3	TO	WINNEMUCCA	0.
PRKI	48	Wo	PM 10.13	AM 11.01	9.36	AM 9.25	AM 9.00	AM 2.36	536.0	TO	3.7 WESO (SP Conn.)	3.
P	77		10.18	11.06	9.41	9.30	9.05	2.40	540.5		4.5 BLISS	8.
PW	113	Gd	10.26	s 11.20	9.49	9.38	9.13	2.47	548.3	TO	7.8 GOLCONDA	16.
P									553.6		5.3 PREBLE (SP Conn.)	21.
P	121	Rh	10.38	s 11.36	10.03	9.51	9.26	2.59	562.4	TO	8.8 RED HOUSE	30.
P	112		10.50	AM 11.51	10.16	10.03	9.38	3.09	575.3		12.9 ELLISON	43.
P		Nb	11.02	PM s 12.10	10.30	f 10.15	f 9.50	3.20	589.1	TO	13.8 NORTH BATTLE MT'N	56.
P	120		11.04	12.13	10.32	10.17	9.52	3.22	590.7		1.6 RENNOX	58.
PW	120		11.13	12.23	10.42	10.26	10.01	3.31	600.6		9.9 KAMPOS	68.
P	76		11.21	12.33	10.51	10.35	10.10	3.39	609.8		9.2 DUNPHY	77.
PWF	128	Be	11.30	s 12.45	11.00	10.44	10.19	3.47	619.5	TO	9.7 BEOWAWE (SP Conn.)	87.
P	113		11.37	12.55	11.08	10.51	10.26	3.54	626.9		7.4 CLURO	94.
P									630.5		3.6 BARTH (SP Conn.)	98.
P	77		11.49	s 1.12	11.20	11.03	10.38	4.05	636.2		5.7 PALISADE	103.
I			PM 11.59	1.23	11.30	11.13	10.48	4.14	643.4		7.2 WEST CARLIN (SP Conn.)	111.
PWR	103	C	AM s 12.09	s 1.25 1.35	11.32	s 11.15 11.25	s 10.50 11.00	s 4.16 4.21	644.6		1.2 CARLIN	112.
			12.11	1.37	11.34	11.27	11.02	4.23	646.0		1.4 EAST CARLIN (SP Conn.)	113.
P	83		12.17	1.44	11.40	11.33	11.08	4.28	650.2		4.2 TONKA	117.
P	77		12.24	1.52	11.47	11.40	11.16	4.35	656.6		6.4 HUNTER	124.
FWTY BRKP	Yard	Kn Di	12.33 AM	s 2.05 PM	s 11.59 AM	s 11.50 AM	s 11.27 AM	4.44 AM	665.4	TO	8.8 ELKO (SP Conn.)	133.
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
			(2.20) 55.5	(3.04) 42.2	(2.29) 53.6	(2.25) 53.5	(2.27) 52.8	(2.08) 60.7			............Time over Subdivision............ ....Average Speed per Hour........	

Automatic Block Signals, EASTWARD ONLY, except as noted below.

RULES 86, S-87, S-89 and 93. Second-class trains, extra trains, and yard engines must clear the time of Nos. 102 and 28 not less than 10 minutes except as provided in Rule (Q), page 19.

For special instructions applying to paired tracks between Weso and Alazon, see pages 18 and 19.

Train-order hoop holder for delivery of clearances and train orders to trains, in front of telegraph office, Weso and Beowawe.

When first-class trains meet at Winnemucca, siding adjacent to main track in front of depot will be used by train taking siding unless otherwise specified by train order.

Carlin is register station for eastward first-class trains only.

Westward Automatic Block Signal Circuits. See Rule 505, page 12, for locations and limits.

Call Up Signals. See Rule 505, page 12, for locations.

Slide Detector Fences. See Rule 509, page 12, for locations and limits.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)
40	Any station..................	Salt Lake City	
22	Any station..................	Beyond Ogden............	Sacramento
24	Any station..................	Beyond Ogden............	Sacramento

No. 32 stop on flag at any station to receive or discharge passengers, baggage, mail or express to or from any station.

SECOND SUBDIVISION

Supplement No. 1
To
Timetable No. 41
September 1, 1947

EASTWARD SECOND CLASS 78 Western Pacific Fast Freight	EASTWARD SECOND CLASS 62 Western Pacific Fast Freight	EASTWARD SECOND CLASS 54 Western Pacific Fast Freight	Distance from San Francisco	STATIONS	Distance from Elko	WESTWARD FIRST CLASS 39 Exposition Flyer	WESTWARD FIRST CLASS	WESTWARD FIRST CLASS	WESTWARD SECOND CLASS 61 Fast Freight	WESTWARD SECOND CLASS 77 Fast Freight	WESTWARD SECOND CLASS 53 Fast Freight	WESTWARD SECOND CLASS	WESTWARD SECOND CLASS
Leave Daily	Leave Daily	Leave Daily				Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily		
PM 7.00	AM 11.00	AM 3.00	532.3	TO WINNEMUCCA 3.7	133.1	PM s 4.35 4.28 PM			AM 1.30 1.20 AM	AM 9.30 9.20 AM	PM 5.30 5.20 PM		
7.10	11.10	3.10	536.0	TO WESO (SP Conn.) 4.5	129.4								
7.18	11.18	3.18	540.5	BLISS 7.8	124.9								
7.30	11.30	3.30	548.3	TO GOLCONDA 5.3	117.1								
			553.6	PREBLE (SP Conn.) 8.8	111.8								
7.50	AM 11.50	3.50	562.4	TO RED HOUSE 12.9	103.0								
8.10	PM 12.10	4.10	575.3	ELLISON 13.8	90.1								
8.30	12.30	4.30	589.1	TO NORTH BATTLE MT'N 1.6	76.3								
8.35	12.35	4.35	590.7	RENNOX 9.9	74.7								
8.50	12.50	4.50	600.6	KAMPOS 9.2	64.8								
9.05	1.05	5.05	609.8	DUNPHY 9.7	55.6								
9.20	1.20	5.20	619.5	TO BEOWAWE (SP Conn.) 7.4	45.9								
9.35	1.35	5.35	626.9	CLURO 3.6	38.5								
			630.5	BARTH (SP Conn.) 5.7	34.9								
9.55	1.55	5.55	636.2	PALISADE 7.2	29.2								
			643.4	WEST CARLIN (SP Conn.) 1.2	22.0								
10.15	2.15	6.15	644.6	CARLIN 1.4	20.8								
			646.0	EAST CARLIN (SP Conn.) 4.2	19.4								
10.27	2.27	6.27	650.2	TONKA 6.4	15.2								
10.40	2.40	6.40	656.6	HUNTER 8.8	8.8								
11.00 PM	3.00 PM	7.00 AM	665.4	TO ELKO (SP Conn.)	0.0								
Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily			Leave Daily	Leave Daily	Leave Daily		
(4.00) 33.3	(4.00) 33.3	(4.00) 33.3		Time over Subdivision Average Speed per Hour		(0.07) 31.7			(0.10) 21.6	(0.10) 21.6	(0.10) 21.6		

Automatic Block Signals, EASTWARD ONLY, except as noted below.

Be governed by current timetable, bulletins and rules of Southern Pacific Company between Elko and Weso.

RULES 86, S-87, S-89 and 93. Second-class trains, extra trains, and yard engines must clear the time of Nos. 102 and 28 not less than 10 minutes except as provided in Rule (Q), page 19.

For special instructions applying to paired tracks between Weso and Alazon, see pages 18 and 19.

Westward Automatic Block Signal Circuits. See Rule 505, page 12, for locations and limits.

Call Up Signals. See Rule 505, page 12, for locations.

Slide Detector Fences. See Rule 509, page 12, for locations and limits.

Train-order hoop holder for delivery of clearances and train orders to trains, in front of telegraph office, Weso and Beowawe.

When first-class trains meet at Winnemucca, siding adjacent to main track in front of depot will be used by train taking siding unless otherwise specified by train order.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)
39	Any station		Salt Lake City

THIRD SUBDIVISION

EASTWARD

Supplement No. 1
To
Timetable No. 41
September 1, 1947

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant.	Car Capacity of Sidings	Telegraph Office Calls	FIRST CLASS						Distance from San Francisco		STATIONS	Distance from Elko
			32	40	22	24	102	28				
			Southern Pacific Passenger	Western Pacific Exposition Flyer	Southern Pacific Pacific	Southern Pacific Challenger	So. Pacific Streamliner City of San Francisco	So. Pacific San Francisco Overland				
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
FWTY BRKP	Yard	Kn Di	PM 2.12	PM 12.15	AM 11.50	AM 11.27	AM 4.44	AM 12.33	665.4	Automatic Block Signals, Eastward Only. TO	ELKO (SP Conn.)	0.
P	120		2.23	12.25	PM 12.02	11.39	4.52	12.41	673.3		7.9 PARDO	7.
PW	122		2.37	12.37	12.15	11.51	5.04	12.53	683.3		10.0 ELBURZ	17.
P									684.3		1.0 SP CONNECTION	18.
P	110		f 2.44	12.42	12.20	AM 11.56	5.09	12.58	688.4		4.1 HALLECK	23.
PW	120		f 3.00	12.54	12.32	PM 12.08	5.19	1.09	700.0		11.6 DEETH	34.
P									701.0		1.0 SP CONNECTION	35.
P	84		3.11	1.03	12.41	12.17	5.27	1.18	708.8		7.8 TULASCO	43.
PRI		A	3.20 PM	1.10	12.50 PM	12.25 PM	5.32 AM	1.24 AM	713.6	TO	4.8 ALAZON (SP Conn.)	48.
FWP	135	Ws		s 1.20					717.9	TO	4.3 WELLS (UP Conn.)	52.
P	80			1.28					723.5		5.6 BOAZ	58.
P	106			1.33					728.2		4.7 RUBY	62.
P	76			1.39					733.6		5.4 TOBAR	68.
PW	76			1.45					738.9		5.3 VENTOSA	73.
PY	80			1.55					747.1		8.2 SONAR	81.
P	See * note	Rn		1.58					749.0	TO	1.9 ROCKLAND	83.
P	80			2.08					752.7		3.7 HOGAN	87.
P	77			2.20					761.3		8.6 LUKE	95.
FWPY	220	Fa		s 2.30					766.5	TO	5.2 SHAFTER (NN X'Ing.)	101.
P	76			2.40					772.1		5.6 SILVER ZONE	106.
P	87			2.54					781.2		9.1 CLIFSIDE	115.
PW	43			2.58					783.5		2.3 PROCTOR	118.
P	86	Na		3.06					788.8	TO	5.3 PILOT	123.
P	100			3.13					794.0		5.2 DYKE PIT	128.
P	76			3.21					799.0		5.0 OLA	133.
FWTY BRKP	Yard	Wn		s 3.35 PM					806.3	TO	7.3 WENDOVER	140.
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
			(1.08)	(3.20)	(1.00)	(0.58)	(0.48)	(0.51)			Time over Subdivision	
			42.5	42.3	48.2	49.9	60.3	56.7			Average Speed per Hour	

RULES 86, S-87, S-89 and 93. Second-class trains, extra trains, and yard engines must clear the time of Nos. 102 and 28 not less than 10 minutes except as provided in Rule (Q), page 19.

Special instructions appearing on pages 6 and 7 will apply to both pages where applicable.

For special instructions applying to paired tracks between Weso and Alazon, see pages 18 and 19.

Train-order hoop holder for delivery of clearances and train orders to trains, between main tracks in front of telegraph office, Alazon.

Westward Automatic Block Signal Circuits. See Rule 505, page 12, for locations and limits.

Automatic Block Signals Tunnel 43. See Rule 505, page 12, for locations and limits.

Call Up Signals. See Rule 505, page 12, for locations.

Slide Detector Fences. See Rule 509, page 12, for locations and limits.

Wells. Crossover switch (just east of coal chute) is designated as west switch to siding. (See Rule 221.)

Whenever necessary, trains handling Pullman passengers will make an extra stop at Wells to permit them to detrain or entrain from station platform.

***Rockland.** No siding. All tracks for gravel train service only and must not be used by other trains except in emergency. Gravel pit track No. 1 connected both ends, west switch MP 748.8, east switch MP 749.3, capacity 49 cars. Track No. 2 leads off track No. 1, capacity 40 cars.

Derail between main track and inside crossover switch, west end Rockland, on north side of crossover, is pipe connected to main track switch, a distance of 200 feet. Before lining switch care must be used to insure that all wheels have passed beyond derail. Men on ground must protect themselves against this pipe connection.

Proctor. Do not take water unless necessary and then only sufficient to make next water station.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)
40	Any Station	Salt Lake City	
22	Any Station	Beyond Ogden	Sacramento
24	Any Station	Beyond Ogden	Sacramento

No. 32 stop on flag at any station to receive or discharge passengers, baggage, mail or express to or from any station.